Cal/EPA
California Environmental Protection Agency

Air Resources Board
P.O. Box 2815
2020 L Street
Sacramento, CA
95812-2815

www.arb.ca.gov

Dear Sir or Madam:

Public Workshop to Discuss the Proposed RACT/BARCT Determination for the Control of Stationary Internal Combustion Engines

The California Air Pollution Control Officers Association (CAPCOA) and the Air Resources Board (ARB) have recently released a proposed Reasonably Available Control Technology (RACT) and Best Available Retrofit Control Technology (BARCT) determination for the control of stationary internal combustion engines. The proposed determination presents the basis for the determination, an overview of the control technology, and a discussion of cost-effectiveness. An order form for the proposed determination is enclosed with this announcement.

Three informal public workshops have been set up to discuss the proposed determination. ARB staff will make the same short presentation at each workshop, with most of the time open to hear comments, answer questions, and discuss the proposal. The dates, times, and locations for these workshops are:

Friday, January 9, 1998
10:00 a.m. - 3:00 p.m.
Lower Level Hearing Room
California Air Resources Board
2020 L Street
Sacramento, California

Monday, January 12, 1998
10:00 a.m. - 3:00 p.m.
Fresno State Building
1st Floor, Room 1036
2550 Mariposa
Fresno, California

Tuesday, January 13, 1998
10:00 a.m. - 3:00 p.m.
Auditorium
South Coast Air Quality Management District
21865 E. Copley Drive
Diamond Bar, California

Background

Health and Safety Code Section 40918(a)(2) requires nonattainment areas for the State ozone standard that are classified as moderate to include in their attainment plan the use of RACT for all existing stationary sources, and BARCT for existing stationary sources permitted to emit five tons or more per day or 250 tons or more per year. This requirement applies to the extent necessary to achieve standards by the earliest practicable date.

Also, Health and Safety Code Section 40919(a)(3) requires nonattainment areas for the State ozone standard that are classified as serious or severe to include in their attainment plan the use of BARCT on all permitted stationary sources to the extent necessary to achieve standards by the earliest practicable date.

This proposed determination represents a joint effort between CAPCOA and the ARB, and is designed to provide assistance and guidance to air pollution control and air quality management districts in California in the adoption of RACT or BARCT rules to control emissions from stationary internal combustion engines.

The proposed determination exempts engines used in agricultural operations. This conforms to existing district rules, which also exempt agricultural engines. Health and Safety Code Section 42310(e) prohibits districts from requiring permits for agricultural engines. This prohibition does not preclude districts from controlling agricultural engines. We are soliciting comments on the appropriateness of applying this proposed determination to agricultural engines.

Proposed Emission Limits

The proposed RACT and BARCT emission limits are summarized in Tables 1 and 2 enclosed.

Please provide any comments to us by January 16, 1998. Written comments should be addressed to Mr. Don Koeberlein. He can be reached via telephone at (916) 327-1505, fax at (916) 327-5621, or email at dkoeberl@arb.ca.gov.

I invite you to participate in the workshops. If I can be of any assistance, please call me at (916) 322-6023.

Sincerely,

Robert D. Fletcher, Chief
Emissions Assessment Branch

Enclosures

cc: Don Koeberlein
Staff Air Pollution Specialist
Process Evaluation Section
Air Resources Board

Table 1

Summary of Proposed RACT Standards
Stationary Internal Combustion Engines

Engine Type	% Control	PPMV at 15% O_2[1]		
	NOx	NOx	VOC	CO
Spark-Ignited Engines				
-Low Fuel Consumption[2]	---	350	750	4500
-High Fuel Consumption[2]				
Rich-Burn, All Fuels	90	50	250	4500
Lean-Burn, All Fuels	80	125	750	4500
Diesel Engines	---	350	750	4500

[1] For NOx, either the percent control or the parts per million by volume (ppmv) limit must be met by each engine. The percent control option applies only if a percentage is listed, and only applies to engines using exhaust controls. All engines must meet the ppmv VOC and CO limits.

[2] Low Fuel Consumption refers to an annual fuel consumption of less than 180 million BTUs, while High Fuel Consumption refers to an annual fuel consumption of 180 million BTUs or greater.

Table 2

Summary of Proposed BARCT Standards
Stationary Internal Combustion Engines

Engine Type	% Control	PPMV at 15% O_2[1]		
	NOx	NOx	VOC	CO
Spark-Ignited Engines				
-Low Fuel Consumption[2]	---	350	750	4500
-High Fuel Consumption[2]				
Rich-Burn, Waste Gas Fueled	90	50	250	4500
Rich-Burn, All Other Fuels	96	25	250	4500
Lean-Burn, All Fuels	90	65	750	4500
Diesel Engines				
-Low Fuel Consumption[3]	---	350	750	4500
-High Fuel Consumption[3]	90	80	750	4500

[1] For NOx, either the percent control or the parts per million by volume (ppmv) limit must be met by each engine. The percent control option applies only if a percentage is listed, and only applies to engines using exhaust controls. All engines must meet the ppmv VOC and CO limits.

[2] Low Fuel Consumption refers to an annual fuel consumption of less than 180 million BTUs, while High Fuel Consumption refers to an annual fuel consumption of 180 million BTUs or greater.

[3] Low Fuel Consumption refers to an annual fuel consumption of less than 25,000 gallons of diesel fuel (less than 3,400 million BTUs for dual fueled engines), while High Fuel Consumption refers to an annual fuel consumption of 25,000 gallons or greater of diesel fuel (3,400 million BTUs or greater for dual fueled engines).

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Attn:

Ms. Lisa Williams
California Air Resources Board
Stationary Source Division
2020 L Street
Sacramento, California 95814

CALIFORNIA AIR RESOURCES BOARD
2020 L Street
Sacramento, California 95814

Order Form -- Proposed RACT/BARCT Determination
For the Control of Stationary Internal Combustion Engines

The California Air Resources Board (ARB) has recently released a proposed Reasonably Available Control Technology (RACT) and Best Available Retrofit Control Technology (BARCT) determination for the control of stationary internal combustion engines.

You have several options for ordering a copy. The proposed determination is available on the Internet at http://www.arb.ca.gov. under the topic "What's New." A hard copy of this proposal can be sent to you by either mailing or faxing this sheet to Ms. Lisa Williams of the ARB. The fax number is (916) 327-5621. You may also order a copy by phoning Ms. Lisa Williams at (916) 323-0440, or by sending your request via email at lwilliam@arb.ca.gov.

Yes, please send me a copy of "CAPCOA/ARB Proposed Determination of Reasonably Available Control Technology and Best Available Retrofit Control Technology for Stationary Internal Combustion Engines."

Name: _____

Mailing Address: _____

Phone: _____

FAX: _____

E-MAIL_____